

S E C R E T

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DATE : 1930Z 20 FEB 1962

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ATTACH: DPD (1-2-3-4-5-6-7-8-9-10)

REF: S/C (11)

CLZ

TOR: 2007Z 23 FEB 1962

ROUTINE

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IN-29823

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THE FOLLOWING MSG WAS RECEIVED THIS MORNING AND I THINK SHOULD
BE PASSED ALONG TO YOU.

25X1A

[] INFO [] CITE [] 2818

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REF [] 7758 (OUT 09957)

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TO MR CUNNINGHAM FROM MR JOHNSON

DOCUMENT NO. 224
NO CHANGE IN CLASS. ☒
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE: 2011
AUTH: MR 70-2
DATE: 5 Aug 81 REVIEWER: []

25X1A

AS PER PHONE CONVERSATION 21 FEBRUARY, WE DO NOT BELIEVE
IT ADVISABLE TO RUN FLIGHT TESTS ON ENGINE BLOWOUT AT MAXIMUM
ALTITUDE TO TEST CONTINUOUS IGNITION. OUR EARLY DISCUSSIONS
ON THIS SUBJECT WITH [] AND [] PERSONNEL MADE IT
APPEAR DESIRABLE TO INSTALL CONTINUOUS IGNITION AS LONG AS THERE
WAS NO SACRIFICE IN RELIGHT CAPABILITY AT NORMAL ALTITUDES.
THIS PROVED TO BE SUBSTANTIALLY TRUE. WE OBJECT TO DELIBER-
ATELY INDUCING BLOWOUTS AT MAXIMUM ALTITUDE AND RECOMMEND THE
CONTINUOUS IGNITION ONLY BECAUSE IT SEEMS EVIDENT THAT THERE
WILL BE LESS CHANCE OF ANY BLOWOUT AT ALTITUDE WITH A CONTINU-

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PAGE TWO

ING SPARK THAN THERE WOULD BE WITHOUT IT.

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SHOULD FURTHER JUSTIFICATION OF THIS VIEW BE REQUIRED,
WOULD PROPOSE THAT [] ESTABLISH RELATIVE MERITS OF THEIR
GEAR IN THEIR ALTITUDE TEST CHAMBER.

END OF MESSAGE

S E C R E T